

# Agenda

August 25, 2009  
10:30 am – 12:30 pm

FHWA  
650 Capitol Mall, Suite 4-100, Sacramento, CA  
95814  
Contact: Stew Sonnenberg  
(916) 498-5889

**Telephone Number: (712) 432-1438**

**Participant Access Code: 932832#**

**Meeting called by:** Muhaned Aljabiry

**Facilitator:** Abhijit Bagde

**Recorder/Time Keeper:** José Luis Cáceres

## Agenda Topics

Item	Description	Time	Presenter
1	Topics/Agenda/Introductions	10:30	Abhijit Bagde
2	Ground Rules (Handout No. 1)	10:35	Abhijit Bagde
3	Approval of 07/14/2009 meeting minutes	10:40	Abhijit Bagde
4	<b>Announcements and updates:</b> <ul style="list-style-type: none"> <li>Updated project listings for the Recovery Act - State Transportation Enhancement and the California Conservation Corps - Abhijit Bagde</li> </ul>	10:45	All
5	<b>Follow-Up Items from last meeting:</b> <ul style="list-style-type: none"> <li>Abhijit Bagde will provide information on ARRA-TE prepared by CT Local Assistance – Item completed</li> </ul>	10:50	Abhijit Bagde
6	Programming projects from the State Managed Programs	10:55	Muhaned Aljabiry
7	Recovery Act Projects: Timeline	11:05	Penny Gray
8	Information on the FSTIP financial plan	11:15	Muhaned Aljabiry
9	FSTIP Update Task Force – Update (Handout No. 2)	11:25	Sookyung Kim
10	Grouped project Listings Task Force - Update	11:45	Abhijit Bagde
11	Amendment Financial Summary Template (Handout No. 3)	11:50	Jody Tian
12	Public Participation - Review and Comment Period for Amendments	11:55	Lima Huy
13	Concurrent amendment/administrative modification with overlapping projects	12:00	Jody Tian
14	<ul style="list-style-type: none"> <li>Follow-Up Items</li> <li>Open Forum</li> <li>Future Agenda Items</li> </ul>	12:05	All
15	<b>Future meeting dates and locations:</b>  October 6, 2009 – SACOG, Sacramento (10:30 am – 12:30 pm) November 17, 2009 – MTC, Oakland (10:30 am – 12:30 pm) January 5, 2010 - Caltrans, Sacramento (10:30 am – 12:30 pm)	12:10	All

**CALIFORNIA FEDERAL PROGRAMMING GROUP (CFPG)**  
**MEETING MINUTES – August 25, 2009**  
FHWA  
650 Capitol Mall, Suite 4-100  
Sacramento, CA 95814

**1. Topics/Agenda/Introduction:**

Self introductions were made at this time.

**2. Ground Rules:**

Abhijit Bagde, Caltrans, reviewed the revised ground rules. A notable revision is that draft meeting notes will be circulated within 10 days.

**3. Approval of 7/15/2009 meeting minutes**

Meeting minutes from the July 15, 2009 CFPG meeting were approved.

**4. Announcements and updates:**

- Abhijit Bagde, Caltrans, reminded the group that he sent an updated project listing for the ARRA State TE on 8/17. MPOs should quickly program according to the list. The email shows some projects now programmed as STIP TE that were previously programmed as ARRA TE and vice versa. This is because ARRA requires competitive bidding of ARRA TE, so Conservation Corps are not ineligible.
- Rachel Falsetti, Caltrans, announced that Cindy McKim is the new Interim Chief Deputy, and Norma Ortega is the new Interim Chief Financial Officer.

**5. Follow-Up Items from last meeting:**

- Abhijit sent the ARRA TE information on 7/14.

**6. Programming Projects from the State Managed Programs**

- Muhaned Aljabiry emphasized that it is important that FTIP managers read and act quickly on the email requests for MPOs to program State Managed Funds, such as HSIP. Caltrans welcomes any feedback on how they can improve. One improvement in the works is a section on the Caltrans programming web page listing the updates to State Managed Funds.
- A caller requested that the programming emails go to counties. Muhaned said no, clarifying that these requests are for MPOs.
- Sue Kiser from FHWA requested that the new website section include amendment numbers in which the funding programs were amended into MPO FTIPs. José Luis and Muhaned pointed out that the difficulty in identifying the amendment # of Managed Fund update is an ongoing problem.
- A caller asked about whether the matching requirements will be changing for the programs. Match requirements are based on each program's required match

**7. ARRA Timeline**

- Penny emphasized that MPOs read and begin planning for the deadlines in Local Assistance guidance regarding ARRA timelines. One important deadline: By December 18 project sponsors need to submit their final Request for Authorization (RFA) to their DLAE.

**8. FSTIP Update on Financial Plan**

- Caltrans and FHWA continue to meet and discuss the issue of the FSTIP reflecting the financial reality of the STIP Fund Estimate. Sue Kiser from FHWA says they expect to figure it out before the next CFPG meeting. Once that happens, there will be an email notice and conference call.
- Sue also stated that MPOs should update their local revenues and developer fees according to the latest changes in the economy.

**9. FSTIP Task Force - Update**

- Sookyung Kim from SANDAG reported that Caltrans informed her that the 2-year OWP adoption cycle is off the table, which affects which of the FSTIP adoption scenarios we choose.
- Rachel Falsetti objected to all three scenarios, arguing that the current August FTIP submittal process is necessary for the STIP to be included in the FSTIP.
- José Luis Cáceres from SACOG questioned why STIP needed to be programmed through an FTIP adoption instead of through FTIP amendments.
- Rachel answered that it is the only way to maintain financial constraint and be sure all MPOs program the STIP at the same time. It would not work to have separately timed amendments.
- Sue Kiser added that scenario 1, where the FSTIP is submitted to FHWA in February 1, 2011 would not work because of several schedule conflicts including the OWP, unless everyone was willing to accept 60 days review.
- It was decided that Sookyung would survey MPOs to ask how quickly they can include the SHOPP and the STIP in their FTIPs assuming a June 1 CTC adoption of the STIP.

**10. Grouped Project Listing Task Force – Update**

- Next meeting is September 2. The Task Force is working towards an acceptable format for listings.

**11. Amendment Financial Summary Template**

- Jody Tian, Caltrans pointed to the minor changes to the title and labels shown in the handout.
- He noted a problem, where MPOs are misusing the “previous” column, leaving all zeros. The previous column needs to show what funding was listed in the previous financial summary and revised should show the latest revised numbers.
- Jody also asked that MPOs highlight cells in yellow in which the “revised” figures are different than the “previous.” Doing these changes will help Caltrans, FHWA, and FTA review financial constraint and speed up their review.

**12. Public Participation – Review and Comment Period for Amendments**

- Lima Huy, Caltrans, noted that Caltrans FTIP Amendment page should be consistent with MPO’s amendment webpages and that the webpages should include a link to the current amendment.
- The web address is [http://www.dot.ca.gov/hq/transprog/federal/fedfiles/mpo\\_ftip\\_links.htm](http://www.dot.ca.gov/hq/transprog/federal/fedfiles/mpo_ftip_links.htm)

**13. Concurrent Amendment/Administrative Modification with Overlapping Projects**

- Caltrans wants to avoid a situation such as that in which a project in a modification soon to be approved is also in an amendment still being reviewed by the public.
- For Amendments and Modifications that are concurrent or occur out of order, Caltrans will require a certification stating to the effect that "the Amendment/Modification does not conflict with the other in terms of changes to these projects."

**14. Follow-up items, Open Forum and Future Agenda items**

- Abhijit will send Sookyoung an updated list of MPO emails addresses.
- Sookyoung will survey MPOs to ask how soon they could amend TIPs.
- Caltrans and FHWA will continue to meet regarding financial constraint.

**15. Future meeting dates and locations.**

- The next meeting will be on October 6, 2009 at SACOG in Sacramento (10:30 am – 12:30 pm)

# **HANDOUT NO. 1**

## **CALIFORNIA FEDERAL PROGRAMMING GROUP (CFPG) MEETING**

### **Ground Rules:**

- Since there are phone participants, everyone who speaks should state his/her name and agency.
- Keep comments as brief as possible.
- Stick to the current agenda item. Additional items not in the agenda will be added to the end and will be discussed if time permits.
- Turn off cell phones and limit interruptions.
- This is a forum to hear everyone's concerns, comments and suggestions. Please make sure your voice is heard.
- Facilitator to ask before moving on to the next item if anyone on the phone has any additional comments on the item, then pause for a few seconds.
- Respond to follow-up items and meeting notices by the deadlines.
- Except for follow-up items, the minutes will include discussions that take place during the meeting only. If you do not want what you say during the meeting included in the minutes, state "off the record."
- When not speaking, phone participants to keep their phones on mute if possible.
- Do not place conference call on hold. Please hang up and redial if you must take another call.
- Meeting minutes to be distributed to the group with 10 days after the meeting.

# **HANDOUT NO. 2**

San Diego  
ASSOCIATION OF GOVERNMENTS  
**MEMO**

---

August 25, 2009

TO: California Federal Programming Group

FROM: Sookyung Kim, SANDAG

SUBJECT: TIP Update

At the July CFPG meeting, a task force was formed to review options for the timing of the next update to the FSTIP. On August 5<sup>th</sup>, the group met to discuss various issues and options. Aside from myself and Michelle Merino from SANDAG, participants included Abhijit Bagde, Muhaned Aljabiry, Lima Huy, and Jody Tian from Caltrans Programming; Scott Carson from FHWA; Bruce Abanathie from KCAG; Sri Srinivasan from MTC, Jose Luis Caceres from SACOG, and Supinderjit Kaur from SJCOG. Below is a summary of some of the key points from the meeting as well a matrix of the three options discussed.

When SAFETEA-LU allowed for the four-year update to the TIP, certain MPOs were interested in taking advantage of the longer update cycle which would change the TIP from a three year programming document to a four year programming document with the minimum four year update. With the 2009 FSTIP, agencies chose to keep the existing two year update while working to revise the federal legislation to program five years with a four-year update. However, the outlook for a legislative change seems remote; currently there is a proposal for an 18 month extension to the existing law. Muhaned Aljabiry stated that it would be wise to explore other options in order to be proactive in case there is a change in legislation which would allow a five year program to the TIP. He reminded everyone that they should consider the Fund Estimate, STIP and SHOPP schedules when making a decision.

Discussion ensued regarding the different timelines including a spring federal approval. Scott Carson stated that a two-year OWP update in an odd year (2011) allows MPOs and the FHWA to focus on FTIP development without having to work on OWPs concurrently. This change could possibly be an issue for larger MPOs because of the need to constantly change their studies; however, the affect on smaller MPOs will be minimal because their studies don't change that often from year to year. He further stated that since amendments are done anyway, he didn't feel the impact would be significant. He informed the participants that there is currently some discussion regarding the developing the OWP every two years rather than the current annual process. If the OWP moved to a two year cycle, then the TIP cycle could change to the non-OWP year. The TIP and the OWP could alternate years and still have a spring timeframe for approval. It was decided to seek input from the other CFPG members on a biennial OWP and if there is sufficient interest to request Caltrans programming to work with Caltrans planning then



potentially agendize for discussion at a future RTPA meeting. Muhaned Aljabiry agreed to discuss this proposal with Garth Hopkins (Caltrans Planning).

Three alternative dates for federal approval emerged: August 2010, March 2011, and August 2011. Mr. Aljabiry stated that the EPSP must be taken into consideration and is an important factor when deciding which cycle to adopt. Jose Luis Caceres pointed out that in the past, only one year has been available and this is the first time that two years of EPSP have been available. Bruce Abanathie stated that he prefers the two year cycle and doesn't like the negatives of the three year cycle; that the three year cycle conflicts with the STIP/SHOPP adoption cycle, requires more amendments to the RTP, and creates conformity issues to be more prominent. Mr. Aljabiry stated that MTC was against odd number years due to their RTP process. It was suggested that this issue be discussed at the next CFPG meeting because there may be more issues related to the TIP and RTP with other MPOs.

Additional discussion followed regarding how the public review process would be incorporated since different MPOs have different public review requirements. Mr. Aljabiry stated that if the TIPs could be out for public review at the same time as the state, this schedule would save a month in submittal to FHWA/FTA since this would eliminate additional public review period by the state; that a date to close public review should be established and applied to all TIPs.

The task force is seeking input from the CFPG on two items:

1. should we pursue a 2-year OWP schedule so that the FSTIP can be approved in the spring time period during the non-OWP review year; and
2. consensus on the preferred option for the next update – this can be from one of the options included in the matrix or another alternative(s)

Federal Approval – cycle years	Timeline	Argument For	Argument Against
1. March 2011 (FY 2011 to FY 2014)	<p>MPOs submit FTIP to Caltrans by Jan. 15, 2011 for submittal to FHWA/FTA by Feb 1, 2011</p> <ul style="list-style-type: none"> <li>statewide public notice would have to be completed by end of Dec. 2010 – regions can publish concurrent with state or publish notice earlier</li> </ul>	<ul style="list-style-type: none"> <li>FHWA/FTA would review/approve the FSTIP before the review start for the OWP thereby avoiding the FSTIP-OWP work conflict;</li> <li>Avoids waiting for final STIP/SHOPP and any issues related to the state budget</li> <li>1 ½ of EPSP flexibility (vs. one year)</li> </ul>	<ul style="list-style-type: none"> <li>Due to the review of OWP, FHWA/FTA workload would be overloaded (but could be avoided – see other argument)</li> <li>1 ½ year of EPSP flexibility (vs. 2 years)</li> <li>Most local agencies' budgets are in process and would be unable to incorporate local projects as part of the update</li> <li>For those MPOs updating the RTP in 2011, would create the need for re-determination of conformity within a short time-frame</li> <li>By starting in mid-FFY, forces an update in 2 or 3 years, in 2013 or 2014 since FSTIP expires March 2015 – for 2013 return to 2-year update; for 2014, no EPSP can be exercised; AND would coincide with STIP update</li> </ul>
2. November 2011 (FY 2012 to FY 2015)	<p>MPOs submit FTIP to Caltrans by August 1 or September 1, 2011 (if concurrent public notice) for submittal to FHWA/FTA by October 2011</p>	<ul style="list-style-type: none"> <li>Avoids STIP/SHOPP update; any issues related to the state budget likely would be resolved</li> <li>Should legislation change to accept 5-year program and decide to update every four years, all future updates would avoid STIP update year if all agree to the 4-year update</li> </ul>	<p>Only one year of EPSP (but prior to the current FSTIP, worked with only year)</p>
3. November 2010 (FY 2011 to FY 2014)	<p>MPOs submit FTIP to Caltrans by August 1 or September 1, 2010 (if concurrent public notice) for submittal to FHWA/FTA by October 2010</p>	<ul style="list-style-type: none"> <li>Status quo; therefore familiar schedule</li> <li>Maintain 2-year EPSP flexibility</li> </ul>	<ul style="list-style-type: none"> <li>2010 STIP adoption is scheduled for June 2010 which would make it very difficult for regions to incorporate the projects and run conformity in order to meet the submittal date;</li> <li>Some regions may not have budgeted enough for an update in 2010</li> <li>Next update would be in either 2012</li> </ul>

			(2years) or 2013 (3 years) rather than 4 if legislation changes
--	--	--	--

# **HANDOUT NO. 3**

**State of California**  
**2008/09-2011/12 Federal Transportation Improvement Program**  
**Sample Area Council of Governments**  
**Amendment #13**

Current total  
dollar amount  
in Amendment  
No. 13

Please  
highlight the  
revised dollar  
amount in  
yellow

FUNDING SOURCE		REVENUE			
		2008/09		2009/10	
		Previous	Current	Previous	Current
LOCAL	Sales Tax (Prop 13)	\$209,176,000	\$209,176,000	\$209,176,000	\$209,176,000
	-- C	\$0	\$0	\$0	\$0
	-- C	\$0	\$0	\$0	\$0
	Gas Tax (Prop 13)	\$91,360,000	\$91,360,000	\$91,360,000	\$91,360,000
	-- C	\$126,982,000	\$126,982,000	\$126,982,000	\$126,982,000
	-- C	\$0	\$0	\$0	\$0
	Other Local (Prop 42)	\$50,000,000	\$60,000,000	\$370,029,000	\$380,000,000
	-- C	\$50,000,000	\$60,000,000	\$50,000,000	\$60,000,000
	-- C	\$0	\$0	\$0	\$0
	Transit	\$48,729,000	\$48,729,000	\$48,729,000	\$48,729,000
STATE	-- Transit Fares	\$48,729,000	\$48,729,000	\$48,729,000	\$48,729,000
	-- Other Transit (e.g., parcel/property taxes, parking revenue, etc)	\$0	\$0	\$0	\$0
	Tolls (e.g., non-state owned bridges)	\$0	\$0	\$0	\$0
	Other (Carry-over and Reserve)	\$22,262,190	\$22,262,190	\$22,262,190	\$22,262,190
	Local Total	\$777,178,190	\$787,178,190	\$777,178,190	\$787,178,190
	State Highway Operations and Protection Program (SHOPP)	\$230,000,000	\$300,000,000	\$256,186,000	\$251,628,000
	-- SHOPP (Including Augmentation)	\$230,000,000	\$300,000,000	\$256,186,000	\$251,628,000
	-- SHOPP Prior	\$0	\$0	\$0	\$0
	State Transportation Improvement Program (STIP)	\$78,021,123	\$78,021,122	\$78,021,123	\$78,021,122
	-- STIP (Including Augmentation)	\$77,986,123	\$77,986,122	\$77,986,123	\$77,986,122
FEDERAL TRANSIT	-- STIP Prior	\$35,000	\$35,000	\$35,000	\$35,000
	Proposition 1 B	\$280,000,000	\$280,000,000	\$280,000,000	\$280,000,000
	GARVEE Bonds	\$50,000,000	\$50,000,000	\$50,000,000	\$50,000,000
	Traffic Congestion Relief Program	\$10,000,000	\$10,000,000	\$10,000,000	\$10,000,000
	Bicycle Transportation Account	\$1,353,209	\$1,705,721	\$1,353,209	\$1,705,721
	State Transportation Enhancement Activities	\$0	\$0	\$0	\$0
	Other State - State Cash	\$15,902,537	\$15,607,537	\$15,902,537	\$15,607,537
	Other	\$0	\$0	\$0	\$0
	State Total	\$744,390,595	\$739,890,106	\$744,390,595	\$739,890,106
	Federal Transit Total	\$89,576,950	\$90,968,574	\$89,576,950	\$90,968,574
FEDERAL HIGHWAY	5303 Metropolitan Planning	\$0	\$0	\$0	\$0
	5307 Urbanized Area Formula Program*	\$26,029,770	\$27,201,687	\$26,029,770	\$27,201,687
	5308 Clean Fuel Formula Program	\$0	\$0	\$0	\$0
	5309a Fixed Guideway Modernization	\$4,755,809	\$4,797,663	\$4,755,809	\$4,797,663
	5317 New Freedom (SAFETEA-LU)	\$574,947	\$574,947	\$574,947	\$574,947
	5320 Transit in the Parks	\$0	\$0	\$0	\$0
	Rail Line Relocation and Improvement Program	\$1,392,000	\$1,392,000	\$1,392,000	\$1,392,000
	FTA Funds - AR-5307	\$34,586,180	\$34,586,180	\$34,586,180	\$34,586,180
	FTA Funds - AR-5309	\$946,296	\$946,296	\$946,296	\$946,296
	FTA Funds - AR-5311	\$2,293,648	\$2,293,648	\$2,293,648	\$2,293,648
FEDERAL HIGHWAY	Federal Highway Non-Discretionary	\$0	\$0	\$0	\$0
	-- Congestion Mitigation and Air Quality (CMAQ)	\$26,517,823	\$26,517,823	\$26,517,823	\$26,517,823
	-- Surface Transportation Program (Regional)	\$22,677,394	\$22,677,394	\$22,677,394	\$22,677,394
	-- Highway Bridge Program (HBP)	\$3,431,866	\$3,652,968	\$3,431,866	\$3,652,968
	-- Highway Safety Improvement Program (HSIP)	\$3,463,490	\$3,463,490	\$3,463,490	\$3,463,490
	-- Railway (Section 130)	\$0	\$0	\$0	\$0
	-- Safe Routes to School (SRTS) (SAFETEA-LU)	\$1,759,166	\$1,759,166	\$1,759,166	\$1,759,166
	Economic Recovery (ECREC)	\$0	\$0	\$0	\$0
	ARRA - SHOPP	\$50,892,000	\$50,892,000	\$50,892,000	\$50,892,000
	ARRA - RSTP	\$86,959,909	\$89,339,464	\$86,959,909	\$89,339,464
FEDERAL HIGHWAY	ARRA - Highway Maintenance (HM)	\$1,404,000	\$1,404,000	\$1,404,000	\$1,404,000
	ARRA - TE	\$10,338,156	\$10,338,156	\$10,338,156	\$10,338,156
	-- Other Fed - ARRA - Highway Maintenance (HM)	\$1,404,000	\$1,404,000	\$1,404,000	\$1,404,000
	Subtotal	\$210,975,287	\$213,604,590	\$210,975,287	\$213,604,590
	Federal Highway Discretionary Programs	\$0	\$0	\$0	\$0
	-- Bridge Discretionary Program	\$0	\$0	\$0	\$0
	-- Coordinated Border Infrastructure (SAFETEA-LU Sec.1303)	\$0	\$0	\$0	\$0
	-- Ferry Boat Discretionary	\$0	\$0	\$0	\$0
	-- High Priority Projects (HPP)	\$13,837,830	\$13,837,830	\$13,837,830	\$13,837,830
	-- High Risk Rural Road (HRRR)	\$2,900,771	\$2,900,771	\$2,900,771	\$2,900,771
FEDERAL HIGHWAY	-- National Scenic Byways Program	\$0	\$0	\$0	\$0
	-- Rural Safety Innovation Program	\$0	\$0	\$0	\$0
	-- Other (Please specify)	\$0	\$0	\$0	\$0
	Subtotal	\$46,246,868	\$46,246,868	\$46,246,868	\$46,246,868
	Federal Highway Total	\$257,222,155	\$259,851,458	\$257,222,155	\$259,851,458
	FEDERAL TOTAL	\$346,799,105	\$350,820,032	\$346,799,105	\$350,820,032
	REVENUE TOTAL	\$1,868,367,890	\$1,877,888,328	\$1,868,367,890	\$1,877,888,328
					\$7,207,934,207

**AMENDMENT #:**

FUNDING SOURCE		REVENUE (Dollars X 1,000)								
		2008/09		2009/10		2010/11		2011/12		CURRENT TOTAL
		Previous	Current	Previous	Current	Previous	Current	Previous	Current	
LOCAL	Sales Tax	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	-- City	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	-- County	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	-- Other (Transportation Development Act)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Gas Tax	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	-- Gas Tax (Subventions to Cities)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	-- Gas Tax (Subventions to Counties)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Other Local Funds	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	-- City General Funds	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	-- Street Taxes and Developer Fees	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	-- Other (registration fees (AB434) and Prop 42)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Transit	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	-- Transit Fares	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	-- Other Transit (e.g., parcel/property taxes, parking revenue, etc)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Tolls (e.g., non-state owned bridges)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Other (Please Specify)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Local Total	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
REGIONAL <sup>1</sup>	Tolls	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	-- Bridge	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	-- Corridor	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Regional Transit Fares/Measures	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Regional Sales Tax	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Regional Bond Revenue	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Regional Gas Tax	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Vehicle Registration Fees (CARB Fees, SAFE)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Other (Please Specify)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Regional Total	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
STATE	State Highway Operations and Protection Program (SHOPP)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	SHOPP (Including Augmentation)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	SHOPP Prior	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	State Transportation Improvement Program (STIP)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	STIP (Including Augmentation)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	STIP Prior	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Proposition 1 B <sup>1</sup>	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	GARVEE Bonds	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Traffic Congestion Relief Program	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	State Transit Assistance (STA) (e.g., population/revenue based, Prop 42)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other (Please specify)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
State Total	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
FEDERAL TRANSIT	Bus and Bus Related Grants (5309c)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Clean Fuel Formula Program (5308)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Elderly & Persons with Disabilities Formula Program (5310)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Fixed Guideway Modernization (5309a)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Intercity Bus (5311f)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Job Access and Reverse Commute Program (5316)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Metropolitan Planning (5303)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	New and Small Starts (Capital Investment Grants) (5309b)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	New Freedom (SAFETEA-LU)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Nonurbanized Area Formula Program (5311)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Public Transportation on Indian Reservation (5311c)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Transit In the Parks (5320)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Urbanized Area Formula Program (5307)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	ARRA - FTA 5307	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	ARRA - FTA 5309	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	ARRA - FTA 5311	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Other (Please specify)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Federal Transit Total	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	

**State of California**  
**2008/09-2011/12 Federal Transportation Improvement Program**  
**MPO: DRAFT**  
**AMENDMENT #:**

FUNDING SOURCE		REVENUE (Dollars X 1,000)									
		2008/09		2009/10		2010/11		2011/12		CURRENT TOTAL	
		Previous	Current	Previous	Current	Previous	Current	Previous	Current		
FEDERAL HIGHWAY	Federal Highway Non-Discretionary										
	Congestion Mitigation and Air Quality (CMAQ)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Surface Transportation Program (Regional)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Highway Bridge Program (HBP)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Highway Safety Improvement Program (HSIP)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Railway (Section 130)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Safe Routes to School (SRTS) (SAFETEA-LU)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Safe Routes to School (SRTS)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Transportation Improvements (TI)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Federal Lands Highway	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	ARRA - SHOPP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	ARRA - STIP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	ARRA - Highway Maintenance (HM)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	ARRA - TE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	ARRA - RSTP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	ARRA - Federal Lands Highway	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Other (Please specify)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	<b>Subtotal</b>	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Federal Highway Discretionary Programs										
	Bridge Discretionary Program	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Corridor Infrastructure Improvement Program (SAFETEA-LU Sec. 1302)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Coordinated Border Infrastructure (SAFETEA-LU Sec. 1303)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Ferry Boat Discretionary	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	High Priority Projects (HPP)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	High Risk Rural Road (HRRR)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	National Scenic Byways Program	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Projects of National/Regional Significance (SAFETEA-LU Sec. 1301)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Public Lands Highway Discretionary	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Recreational Trails	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Transportation and Community and System Preservation Program	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Other (Please Specify)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	<b>Subtotal</b>	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	<b>Federal Highway Total</b>	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	<b>FEDERAL TOTAL<sup>2</sup></b>	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
INNOVATIVE FINANCE <sup>3</sup>	TIFIA (Transportation Infrastructure Finance and Innovation Act)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	State Infrastructure Bank	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Section 129 Loans	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Rail Rehab & Improvement Financing	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Private Activity Bonds	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Private Concession Fees	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Private Donations	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Program Income (from a federal project)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Other (Please specify)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	<b>Innovative Financing Total</b>	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>REVENUE TOTAL</b>		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

**NOTES:**

<sup>1</sup>Regional: Some MPOs may not have regional fund sources. In these cases, data would be shown as "zero" or not applicable.

<sup>2</sup>Federal Total: Is the sum of federal highway and federal transit programs.

<sup>3</sup>Innovative Finance: Toll revenues have been included under local and regional while GARVEE bond revenues are included under state.

<sup>4</sup>Proposition 1B: Subtotal is a sum of funding for various programs funded under proposition 1B except for STIP Augmentation and SHOPP Augmentation



## 2008/09-2011/12 Federal Transportation Improvement Program

**AMENDMENT # :**

FUNDING SOURCE		PROGRAMMED (Dollars X 1,000)									
		2008/09		2009/10		2010/11		2011/12		CURRENT TOTAL	
		Previous	Current	Previous	Current	Previous	Current	Previous	Current		
LOCAL	Local Total	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
REGIONAL	Tolls	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	-- Bridge	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	-- Corridor	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	Regional Transit Fares/Measures	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	Regional Sales Tax	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	Regional Bond Revenue	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	Regional Gas Tax	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	Vehicle Registration Fees (CARB Fees, SAFE)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	Other (Please Specify)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	Regional Total	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
STATE	State Highway Operations and Protection Program (SHOPP)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	SHOPP (Including Augmentation)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	SHOPP Prior	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	State Transportation Improvement Program (STIP)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	STIP (Including Augmentation)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	STIP Prior	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	Proposition 1 B <sup>4</sup>	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	GARVEE Bonds	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	Traffic Congestion Relief Program	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	State Transit Assistance (STA) (e.g., population/revenue based, Prop 42)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	Other (Please specify)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	State Total	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	FEDERAL TRANSIT	Bus and Bus Related Grants (5309c)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Clean Fuel Formula Program (5308)		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Elderly & Persons with Disabilities Formula Program (5310)		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Fixed Guideway Modernization (5309a)		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Intercity Bus (5311f)		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Job Access and Reverse Commute Program (5316)		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Metropolitan Planning (5303)		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
New and Small Starts (Capital Investment Grants) (5309b)		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
New Freedom (SAFETEA-LU)		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Nonurbanized Area Formula Program (5311)		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Public Transportation on Indian Reservation (5311c)		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Transit in the Parks (5320)		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Urbanized Area Formula Program (5307)		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
ARRA - FTA 5307		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
ARRA - FTA 5309		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
ARRA - FTA 5311		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Other (Please specify)		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Federal Transit Total		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
FEDERAL HIGHWAY		Federal Highway Non-Discretionary									
		Congestion Mitigation and Air Quality (CMAQ)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Surface Transportation Program (Regional)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	Highway Bridge Program (HBP)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	Highway Safety Improvement Program (HSIP)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	Railway (Section 130)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	Safe Routes to School (SRTS) (SAFETEA-LU)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	Safe Routes to School (SRTS)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	Transportation Improvements (TI)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	Federal Lands Highway	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	ARRA - SHOPP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	ARRA - STIP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	ARRA - Highway Maintenance (HM)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	ARRA - TE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	ARRA - RSTP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	ARRA - Federal Lands Highway	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	Other (Please specify)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	Subtotal	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	Federal Highway Discretionary Programs										
	Bridge Discretionary Program	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	Corridor Infrastructure Improvement Program (SAFETEA-LU Sec. 1302)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	Coordinated Border Infrastructure (SAFETEA-LU Sec.1303)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	Ferry Boat Discretionary	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	High Priority Projects (HPP)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	High Risk Rural Road (HRRR)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	National Scenic Byways Program	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	



[illegible]

**State of California**

**2008/09-2011/12 Federal Transportation Improvement Program**

**MPO: DRAFT**

**AMENDMENT # :**

FUNDING SOURCE		PROGRAMMED (Dollars X 1,000)							
		2008/09		2009/10		2010/11		2011/12	
		Previous	Current	Previous	Current	Previous	Current	Previous	Current
	<b>FEDERAL HIGHWAY TOTAL</b>	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	<b>FEDERAL TOTAL<sup>2</sup></b>	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>INNOVATIVE FINANCE<sup>3</sup></b>	TIFIA (Transportation Infrastructure Finance and Innovation Act)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	State Infrastructure Bank	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Section 129 Loans	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Rail Rehab & Improvement Financing	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Private Activity Bonds	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Private Concession Fees	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Private Donations	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Program Income (from a federal project)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Other (Please specify)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	<b>Innovative Financing Total</b>	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>PROGRAMMED TOTAL</b>		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

**NOTES:**

<sup>1</sup>**Regional:** Some MPOs may not have regional fund sources. In these cases, data would be shown as "zero" or not applicable.

<sup>2</sup>**Federal Total:** Is the sum of federal highway and federal transit programs.

<sup>3</sup>**Innovative Finance:** Toll revenues have been included under local and regional while GARVEE bond revenues are included under state.

<sup>4</sup>**Proposition 1B:** Subtotal is a sum of funding for various programs funded under proposition 1B except for STIP Augmentation and SHOPP Augmentation

**MPO: DRAFT**  
**AMENDMENT #:**

FUNDING SOURCE		REVENUE Vs. PROGRAMMED (Dollars X 1,000)									
		2008/09		2009/10		2010/11		2011/12		CURRENT TOTAL	
		Previous	Current	Previous	Current	Previous	Current	Previous	Current		
LOCAL	Local Total	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
REGIONAL <sup>1</sup>	Tolls	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	-- Bridge	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	-- Corridor	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	Regional Transit Fares/Measures	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	Regional Sales Tax	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	Regional Bond Revenue	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	Regional Gas Tax	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	Vehicle Registration Fees (CARB Fees, SAFE)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	Other (Please Specify)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	Regional Total	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
STATE	State Highway Operations and Protection Program (SHOPP)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	SHOPP (Including Augmentation)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	SHOPP Prior	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	State Transportation Improvement Program (STIP)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	STIP (Including Augmentation)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	STIP Prior	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	Proposition 1 B <sup>1</sup>	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	GARVEE Bonds	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	Traffic Congestion Relief Program	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	State Transit Assistance (STA) (e.g., population/revenue based, Prop. 42)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	Other (Please specify)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	State Total	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	FEDERAL TRANSIT	Bus and Bus Related Grants (5309c)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Clean Fuel Formula Program (5308)		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Elderly & Persons with Disabilities Formula Program (5310)		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Fixed Guideway Modernization (5309a)		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Intercity Bus (5311f)		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Job Access and Reverse Commute Program (5316)		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Metropolitan Planning (5303)		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
New and Small Starts (Capital Investment Grants) (5309b)		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
New Freedom (SAFETEA-LU)		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Nonurbanized Area Formula Program (5311)		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Public Transportation on Indian Reservation (5311c)		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Transit in the Parks (5320)		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Urbanized Area Formula Program (5307)		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
ARRA - FTA 5307		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
ARRA - FTA 5309		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
ARRA - FTA 5311		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Other (Please specify)		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Federal Transit Total		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
FEDERAL HIGHWAY		Federal Highway Non-Discretionary									
		Congestion Mitigation and Air Quality (CMAQ)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Surface Transportation Program (Regional)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	Highway Bridge Program (HBP)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	Highway Safety Improvement Program (HSIP)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	Railway (Section 130)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	Safe Routes to School (SRTS) (SAFETEA-LU)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	Safe Routes to School (SRTS)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	Transportation Improvements (TI)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	Federal Lands Highway	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	ARRA - SHOPP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	ARRA - STIP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	ARRA - Highway Maintenance (HIM)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	ARRA - TE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	ARRA - RSTP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	ARRA - Federal Lands Highway	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	Other (Please specify)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	Subtotal	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	Federal Highway Discretionary Programs										
	Bridge Discretionary Program	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	Corridor Infrastructure Improvement Program (SAFETEA-LU Sec. 1302)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	Coordinated Border Infrastructure (SAFETEA-LU Sec.1303)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	Ferry Boat Discretionary	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	High Priority Projects (HPP)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	High Risk Rural Road (HRRR)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	National Scenic Byways Program	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	Projects of National/Regional Significance (SAFETEA-LU Sec. 1301)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Public Lands Highway Discretionary	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		
Recreational Trails	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		
Transportation and Community and System Preservation Program	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		



**State of California**  
**2008/09-2011/12 Federal Transportation Improvement Program**  
**MPO: DRAFT**  
**AMENDMENT #:**

FUNDING SOURCE		REVENUE Vs. PROGRAMMED (Dollars X 1,000)									
		2008/09		2009/10		2010/11		2011/12			
		Previous	Current	Previous	Current	Previous	Current	Previous	Current	CURRENT TOTAL	
	Federal Highway Total	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	FEDERAL TOTAL <sup>2</sup>	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
INNOVATIVE FINANCE <sup>3</sup>	TIFIA (Transportation Infrastructure Finance and Innovation Act)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	State Infrastructure Bank	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Section 129 Loans	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Rail Rehab & Improvement Financing	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Private Activity Bonds	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Private Concession Fees	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Private Donations	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Program Income (from a federal project)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Other (Please specify)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Innovative Financing Total	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

NOTES:

<sup>1</sup>Regional: Some MPOs may not have regional fund sources. In these cases, data would be shown as "zero" or not applicable.

<sup>2</sup>Federal Total: Is the sum of federal highway and federal transit programs.

<sup>3</sup>Innovative Finance: Toll revenues have been included under local and regional while GARVEE bond revenues are included under state.

<sup>4</sup>Proposition 1B: Subtotal is a sum of funding for various programs funded under proposition 1B except for STIP Augmentation and SHOPP Augmentation